

PART 12-04 Parking Brake

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1 DESCRIPTION

An independent foot-operated (hand-operated on Maverick) parking brake control actuates the rear wheel brake shoes through a cable linkage. On all models except Ford, Mercury, Meteor, Thunderbird, Continental Mark III and Lincoln Continental. The operating cable is routed from the parking brake control assembly to the equalizer. On Ford, Mercury, Meteor, Thunderbird, Continental Mark III and Lincoln Continental the operating cable is routed from the parking brake control assembly to the actuator assembly. On Maverick, the operating cable is routed from the parking brake control assembly to the equalizer pivot lever which is attached to the equalizer assembly. An intermediate cable connects the actuator

to the equalizer except on the Lincoln Continental. The rear brake cables connect the equalizer assembly to the parking brake lever at each rear secondary shoe. Refer to Part 12-02.

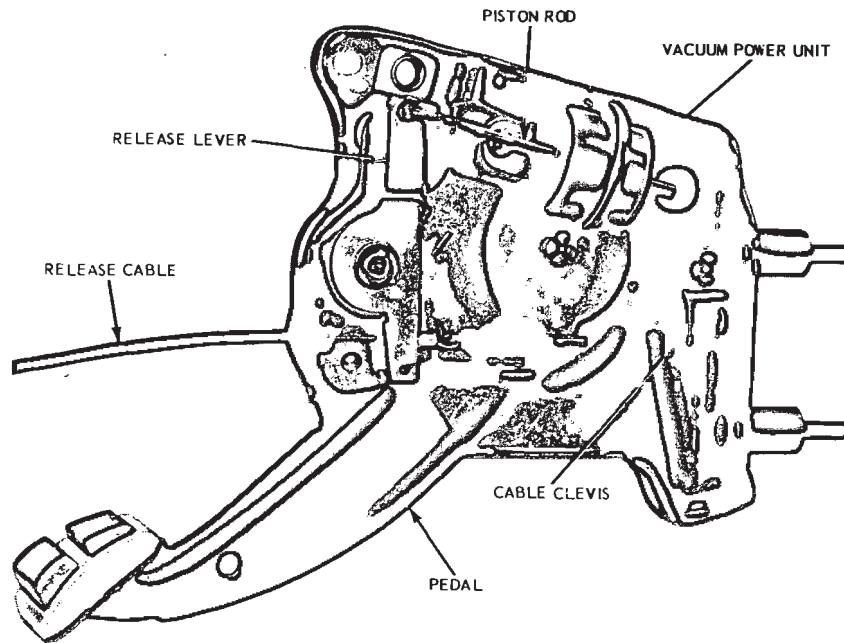
On all vehicles except Maverick, there are two types of foot-operated parking brake controls used. The automatic (vacuum) release type (Fig. 1) is used on the Mercury, Ford LTD, Meteor LeMoyné, Thunderbird, Continental Mark III and Lincoln Continental models. All other models use the manual release-type (Fig. 2).

On the automatic-type, the vacuum power unit with mounting bracket is riveted to the control assembly. The vacuum actuated piston within the unit is connected by a rod to the upper end of the release lever (Fig. 9).

The lower end of the release lever extends out for alternate manual release in the event of vacuum power failure or for optional manual release at any time.

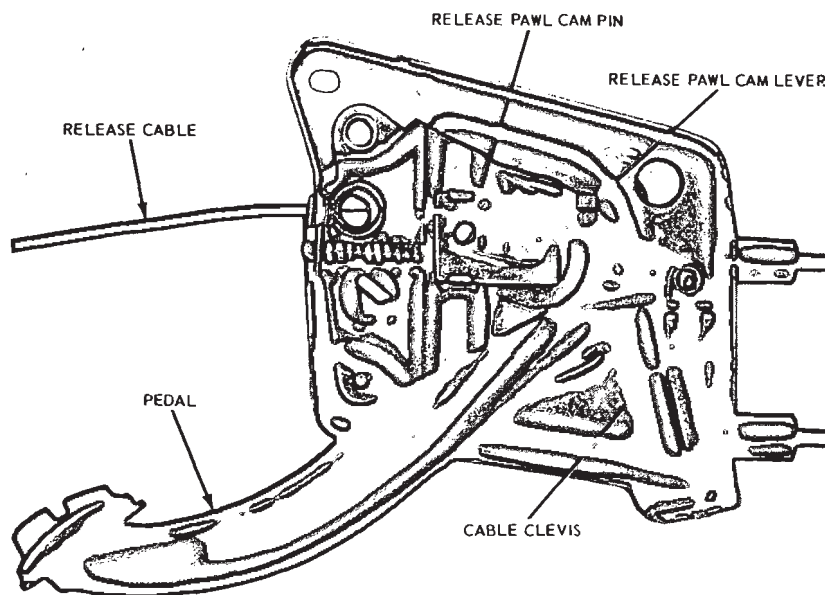
Hoses connect the power unit and the engine manifold to a vacuum release valve on the back-up light switch.

On a Maverick, the parking brake control is hand-operated. When the handle is pulled the primary and secondary brake shoes are forced against the rear brake drums. The handle is held in the applied position by the engagement of a spring loaded pawl with a ratchet. Turning the handle counterclockwise disengages the pawl from the ratchet to release the brakes.



H 1635-A

FIG. 1—Parking Brake Control Assembly with Automatic Release—Typical



H 1636-A

FIG. 2—Parking Brake Control Assembly with Manual Release—Typical

2 IN-VEHICLE ADJUSTMENTS AND REPAIRS

PARKING BRAKE LINKAGE ADJUSTMENT

1. Make sure that the parking brake is fully released.
2. Place the transmission in neutral. Raise the vehicle.
3. Tighten the adjusting nut against the cable equalizer (Fig. 3, 4, 5, 6, 7, 8) to cause rear wheel brake drag.
4. Lower the vehicle and check the operation of the parking brake.

Then, loosen the adjusting nut until the rear brakes are fully released. There should be no brake drag.

4. Lower the vehicle and check the operation of the parking brake.

3 REMOVAL AND INSTALLATION

PARKING BRAKE CONTROL ASSEMBLY

FORD, MERCURY AND METEOR

Removal

Refer to Fig. 3.

1. Make sure the parking brake is fully released.
2. Remove all tension from the rear cables by backing off the adjusting nut from the equalizer.
3. Remove the roll pin that secures the release knob to the cable and remove the knob.
4. Remove the nut that secures the release cable to the instrument panel and remove the cable from the rear of the instrument panel.
5. Remove the two nuts attaching the control assembly to the dash panel.
6. Remove the cap screw attaching the control assembly to the cowl side bracket.
7. Disconnect the hose to the parking brake vacuum unit, if so equipped.
8. Remove the front cable assembly retainer clip from the cable assembly and disconnect the cable ball from the control clevis.
9. Remove the control assembly from the vehicle.

Installation

1. Position the control assembly in the vehicle.
2. Fit the cable assembly through its mounting hole and install the retaining clip. Connect the cable ball to the control clevis.
3. Connect the vacuum hose to the parking brake unit, if so equipped.
4. Install the attaching cap screw to the cowl side bracket. Do not tighten.
5. Install the two control assembly-to-dash panel nuts. Tighten the nuts and the cap screw to specifications.
6. Insert the release cable into the instrument panel and install the retaining nut.
7. Install the release knob on the cable with the roll pin.
8. Check the operation of the parking brake. Adjust the parking brake as required.

FAIRLANE, MONTEGO AND FALCON

Removal

Refer to Fig. 4.

1. Make sure the parking brake is completely released.
2. Remove all tension from the rear cables by backing off the jam nut and adjusting nut from the equalizer.
3. Working inside the vehicle, remove the four bolts and one nut retaining the left air vent and cable assembly to the dash and instrument panels. Remove the vent assembly.
4. Remove the parking brake front cable ball retaining clip from the clevis.
5. Disconnect the cable ball from the notch in the brake clevis.
6. Remove the three screws that attach the control assembly to the left cowl inner side panel.
7. Disconnect the wire lead at the parking brake warning light switch and remove the control assembly.

Installation

1. Connect the wire lead to the parking brake warning light switch.
2. Position the control assembly to the cowl inner side panel and install the three attaching screws.
3. Connect the ball-end of the parking brake front cable assembly to the control assembly, and install the hairpin retainer.
4. Position the cable ball in the notch in the brake clevis.
5. Position the left air vent assembly to the dash and instrument panels. Install the four bolts and one nut retaining the air vent to the panels.
6. Check the operation of the parking brake. Adjust the parking brake.

MUSTANG AND COUGAR

Removal

Refer to Fig. 5.

1. Make sure the parking brake is completely released.
2. Remove all tension from the rear cables by backing off the jam nut and adjusting nut from the equalizer.
3. Disconnect the wire lead at the parking brake warning light switch (if so equipped).
4. Remove the parking brake front cable ball retaining clip from the clevis.

5. Remove the parking brake warning light switch and attaching screw (if so equipped).

6. Disconnect the cable ball from the notch in the brake clevis.

7. Remove the three screws that attach the control assembly to the left cowl inner side panel.

8. Pull the control away from the cowl panel. Remove the hair-pin retainer securing the front cable assembly to the control assembly. Remove the control assembly.

Installation

1. Connect the ball-end of the parking brake front cable assembly to the control assembly, and install the hair-pin retainer.
2. Position the control assembly to the cowl inner side panel and install the three attaching screws.
3. Position the parking brake warning light switch and install the attaching screw. Connect the parking brake warning light switch wire lead (if vehicle is so equipped).
4. Position the cable ball in the notch in the brake clevis.
5. Check the operation of the parking brake. Adjust the parking brake.

MAVERICK

Removal

Refer to Fig. 6.

1. Remove the two screws that hold the control bracket on the instrument panel.
2. Remove the two nuts that secure the control to the dash panel.
3. Remove the hairpin clip and clevis pin that secures the pulley to the control handle assembly.
4. Disengage the locking pawl. Slide the rod forward and remove the ball on the cable from the slot on the control assembly.
5. Remove the control from the vehicle.

Installation

Refer to Fig. 6.

1. Disengage the locking pawl. Slide the rod forward and connect the ball end of the cable to the slot in the control assembly and pull the rod rearward, engaging the pawl in the ratchet.

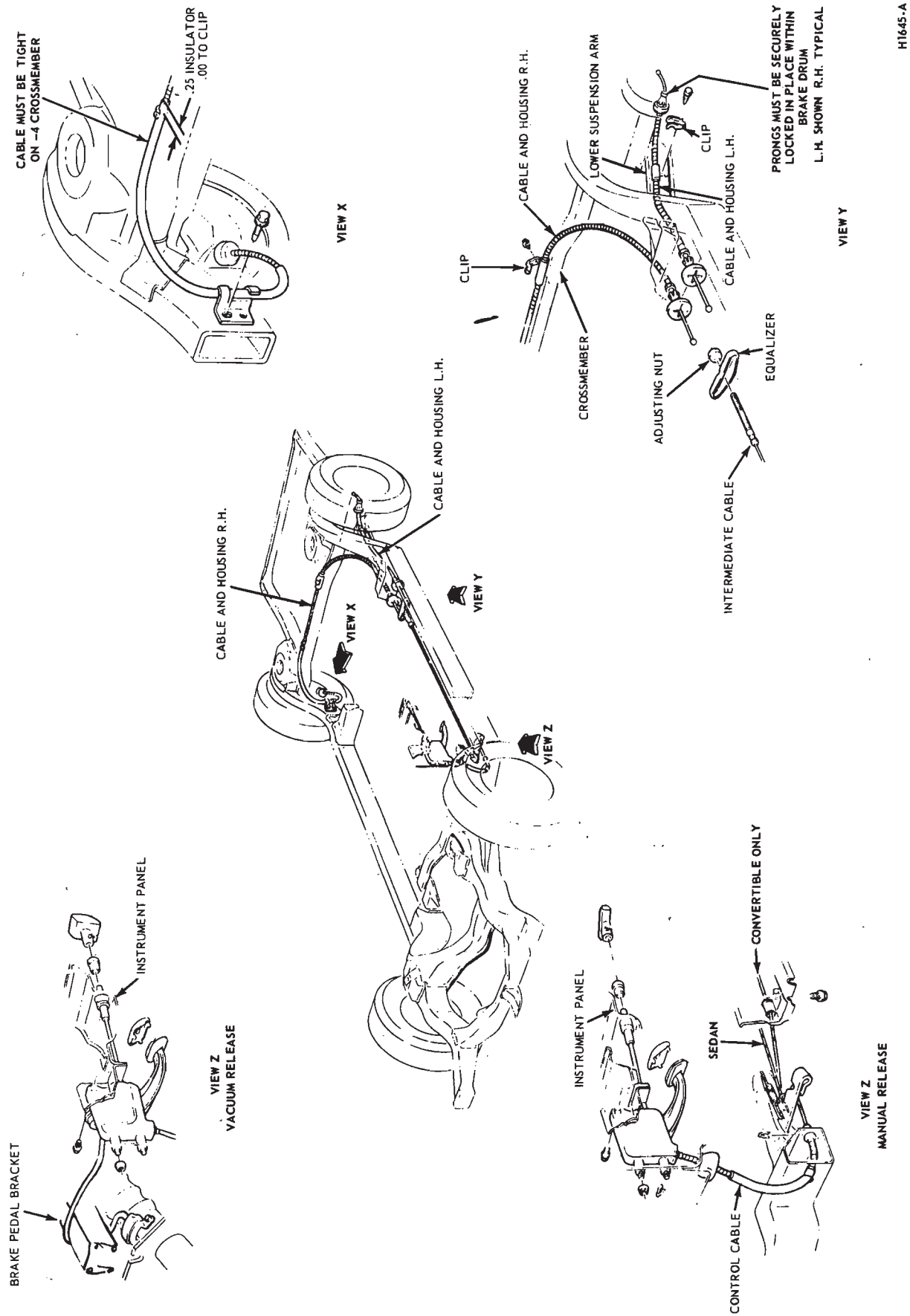


FIG. 3—Parking Brake System—Ford, Mercury and Meteor

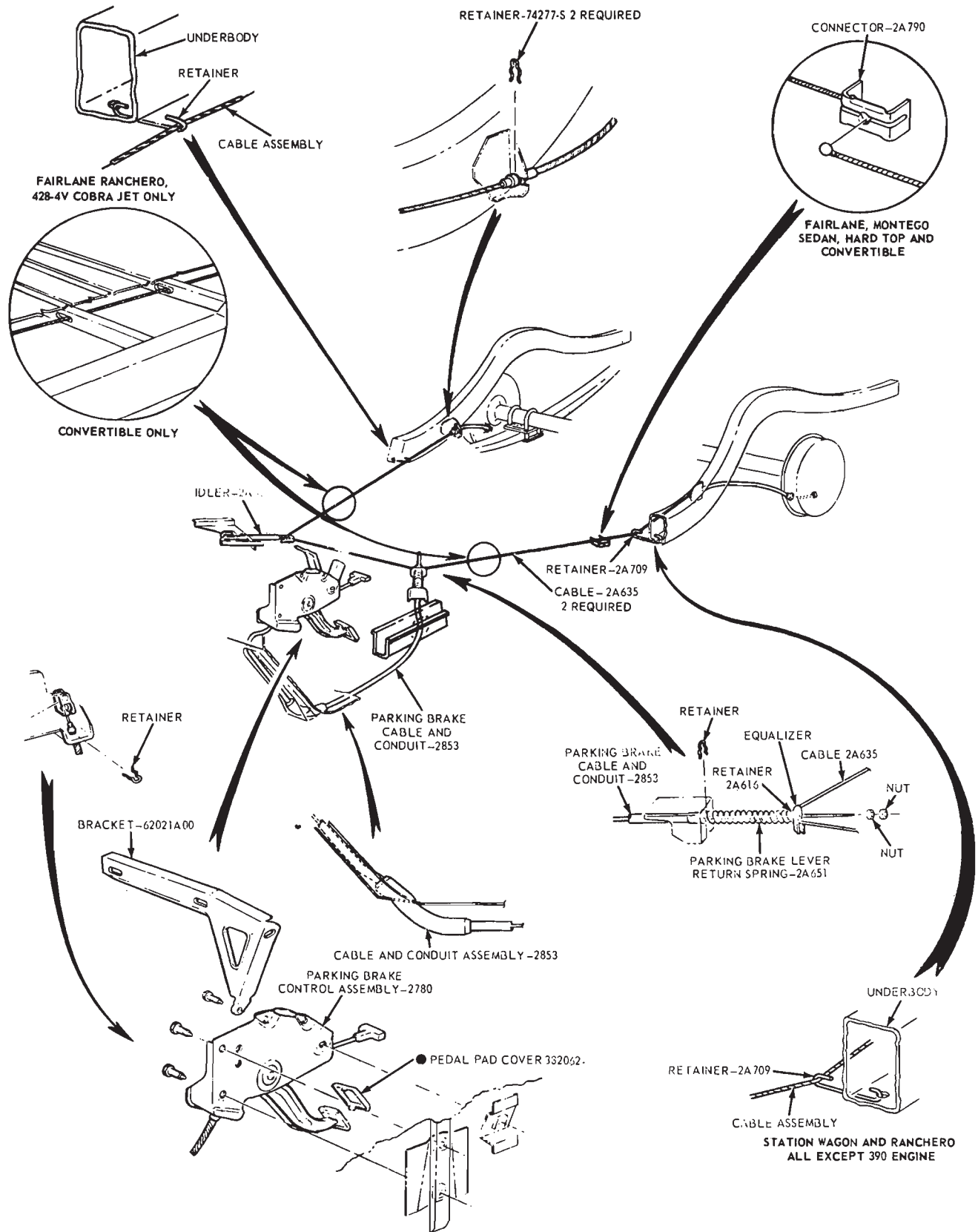


FIG. 4—Parking Brake System—Fairlane, Montego and Falcon

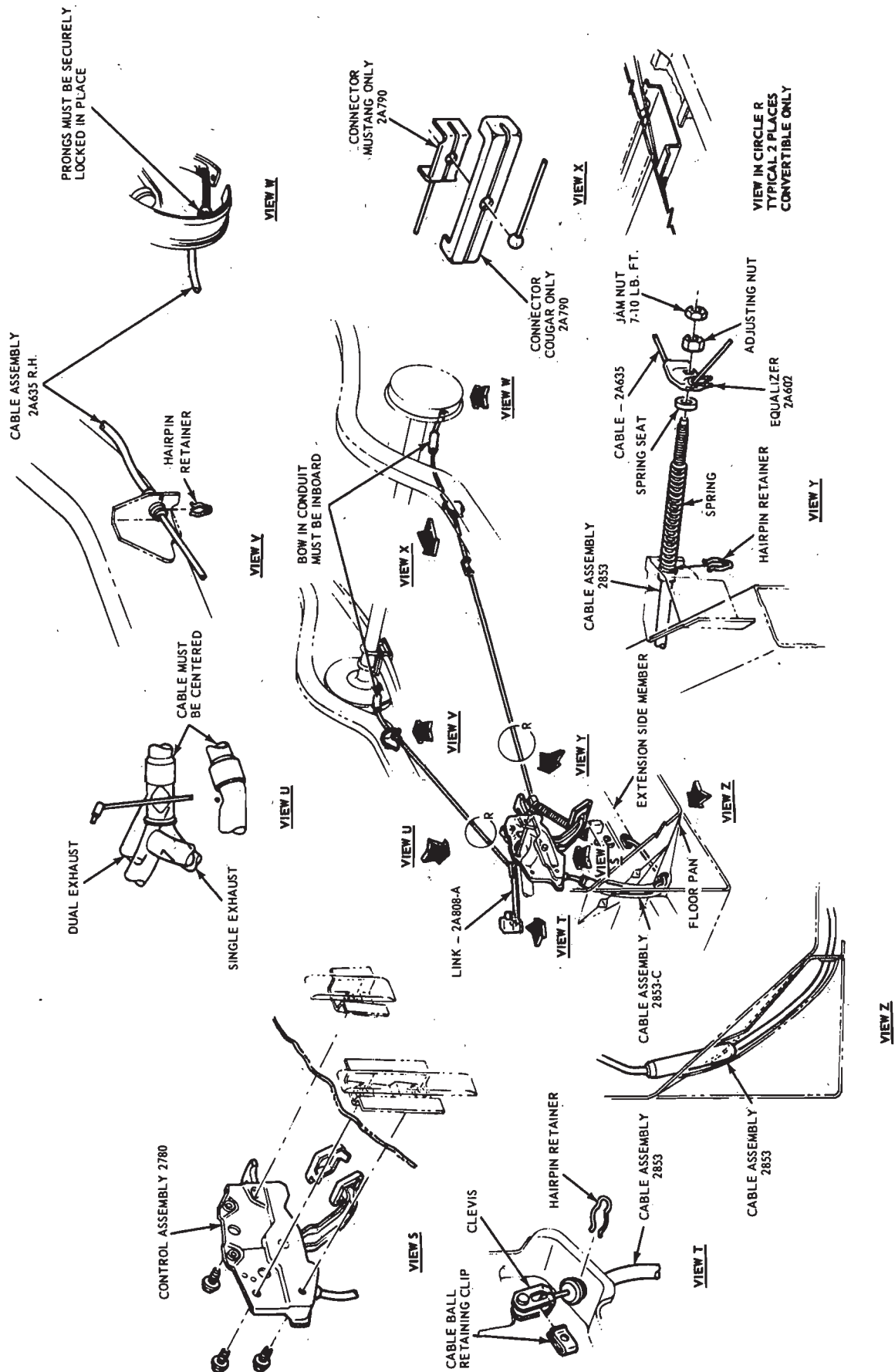
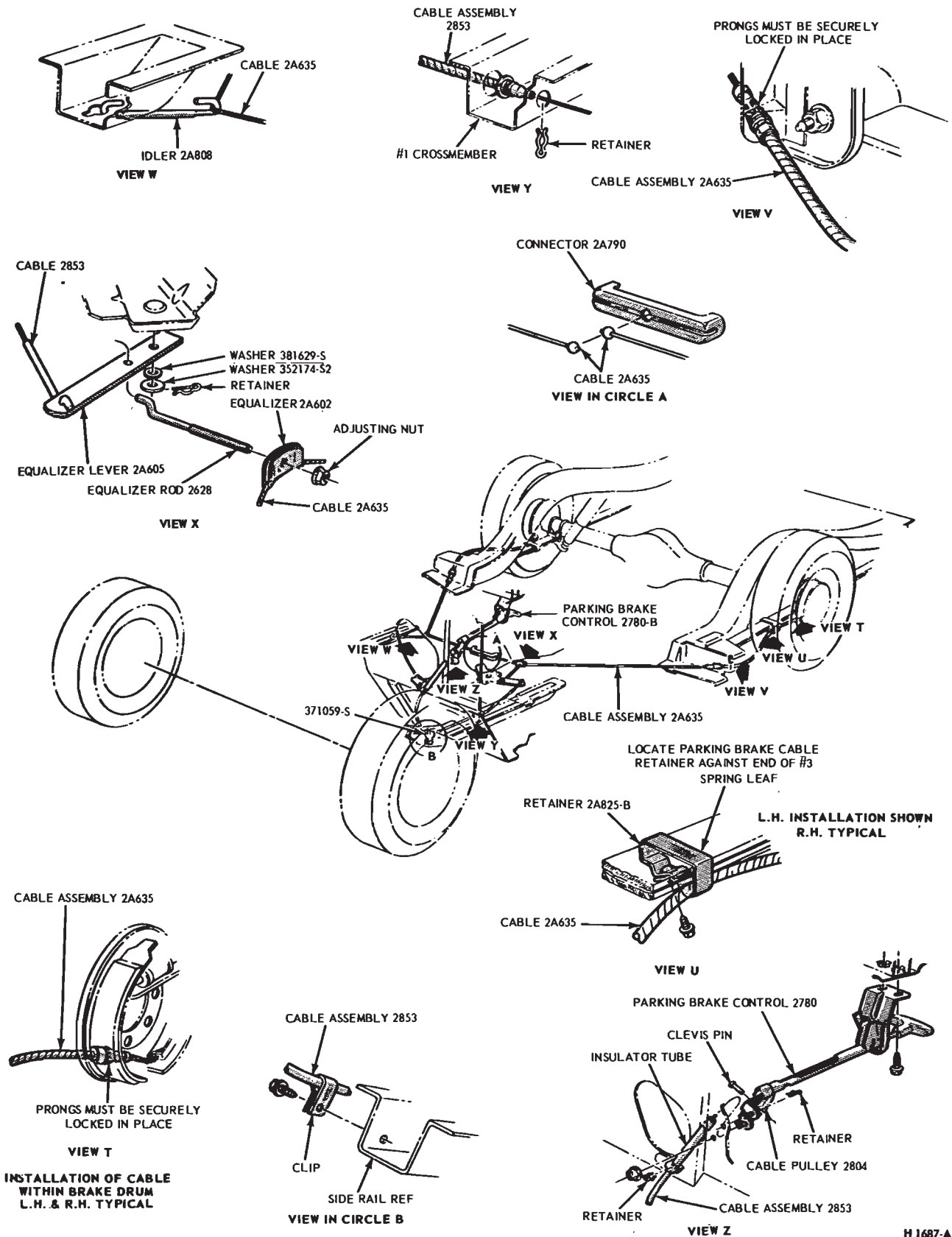


FIG. 5—Parking Brake System—Mustang and Cougar

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H 1687-A

FIG. 6—Maverick Parking Brake System

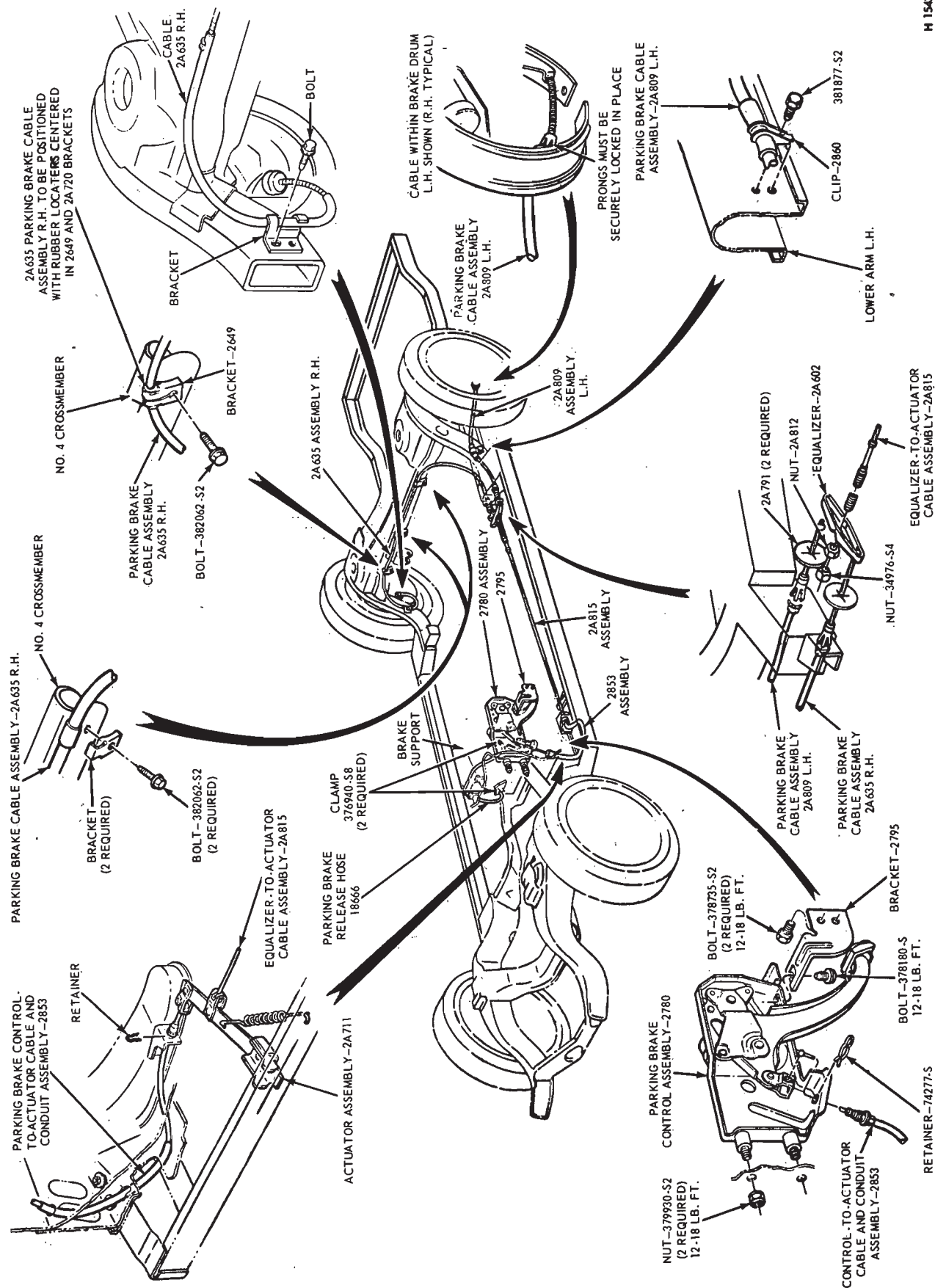


FIG. 7—Parking Brake System—Thunderbird and Continental Mark III

2. Assemble the pulley to the control handle and the clevis pin. Install the clevis retainer.

3. Position the assembly against the dash panel and instrument panel. Secure the assembly to the instrument panel with the two screws.

4. Working under the hood, install the two parking brake control-to-dash panel attaching nuts.

5. Check the parking brake for proper operation. Adjust the parking brake.

THUNDERBIRD AND CONTINENTAL MARK III

Removal

Refer to Fig. 7.

1. Remove the two nuts retaining the control to the dash panel.

2. Remove two screws from the left scuff plate.

3. Remove one screw retaining the left cowl trim panel and remove the panel.

4. Remove the two screws retaining the left air duct and remove the air duct.

5. Remove the two screws retaining the dimmer switch and position the switch out of the way.

6. Remove the clip retaining the cable assembly to the control.

7. Disconnect the cable ball from the control clevis.

8. Disconnect the vacuum hose at the brake release.

9. Remove the bolt retaining the control to the cowl side bracket and remove the control.

Installation

1. Position the parking brake control in the vehicle.

2. Install the cable assembly in the control and connect the cable ball to the control clevis.

3. Install the clip retaining the cable to the control.

4. Install the bolt retaining the control to the cowl side bracket.

5. Connect the vacuum hose to the parking brake release vacuum motor.

6. Position the dimmer switch and install the retaining screws.

7. Position the air duct and install the retaining screws.

8. Position the cowl trim panel and install the retaining screw.

9. Install the two scuff plate screws.

10. Install the two nuts retaining the control to the dash panel.

11. Adjust the parking brake.

LINCOLN CONTINENTAL

Removal

Refer to Fig. 8.

1. Make sure that the parking brake is fully released.

2. Remove the two nuts from the control assembly mounting studs on the engine compartment side of the dash panel.

3. Working under the instrument panel, remove the control assembly to mounting bracket retaining screw.

4. Disconnect the vacuum tube from the automatic release vacuum servo motor.

5. Remove the retaining clip from the cable housing at the control assembly.

6. Disconnect the control cable ball end from the control assembly cable clevis.

7. Remove the control assembly from the vehicle.

Installation

1. Connect the vacuum tube to the automatic release vacuum servo motor.

2. Install the control assembly mounting studs through the holes in the dash panel and against the body mounting bracket.

3. Assemble the control cable ball end to the control assembly cable clevis.

4. Install the cable retaining clip at the control assembly.

5. Install the control assembly-to-mounting bracket retaining bolt and torque them to specifications. Torque them to 12-25 ft-lbs.

6. Install the nuts on the control assembly mounting studs on the engine side of the dash panel and torque them to 10-20 ft-lbs.

7. Verify correct operation of the parking brake system.

PARKING BRAKE ACTUATOR—TO CONTROL CABLE

FORD, MERCURY AND METEOR

Removal

1. Raise the vehicle on a hoist.

2. Loosen the actuator lever to equalizer cable adjusting nut at the equalizer (Fig. 3).

3. Disconnect the cable ball from the clevis on the actuator lever.

4. Remove spring clip that retains

the cable to the frame.

5. From inside of passenger compartment, remove spring clip that retains the cable to the parking brake control. Disconnect the cable ball from the control assembly.

6. Remove the cable assembly from the vehicle.

Installation

1. Position the cable through the provided openings and in the approximate final installation position.

2. Install the hairpin retainer on the cable at the frame crossmember.

3. Connect the ball end of the cable to the parking brake control. Install the cable-to-control hairpin retaining clip.

4. Position the cable seal at the dash panel, and slide the retaining clip upward to seal the cable at the dash opening.

5. Connect the ball end of the cable to the clevis on the actuator lever.

6. Adjust the parking brake.

7. Lower vehicle on hoist.

THUNDERBIRD AND CONTINENTAL MARK III

Removal

Refer to Fig. 7.

1. Partially raise the vehicle.

2. Back off the adjusting nut at the equalizer to relieve the tension on the cable.

3. Remove the spring at the actuator lever and disconnect the control cable from the clevis on the lever.

4. Remove the clip retaining the control cable assembly to the frame bracket.

5. Attach a length of wire to the control cable.

6. Working inside the vehicle remove two screws retaining the left scuff plate.

7. Remove one screw and remove the left cowl side trim panel.

8. Remove the two screws retaining the left air duct to the inner panel and remove the air duct.

9. Remove the two screws retaining the dimmer switch and position the dimmer switch back out of the way.

10. Remove the clip retaining the cable assembly to the control and remove the cable ball from the control clevis.

11. Pull the cable up through the opening in the dash panel and remove the cable from the length of wire.

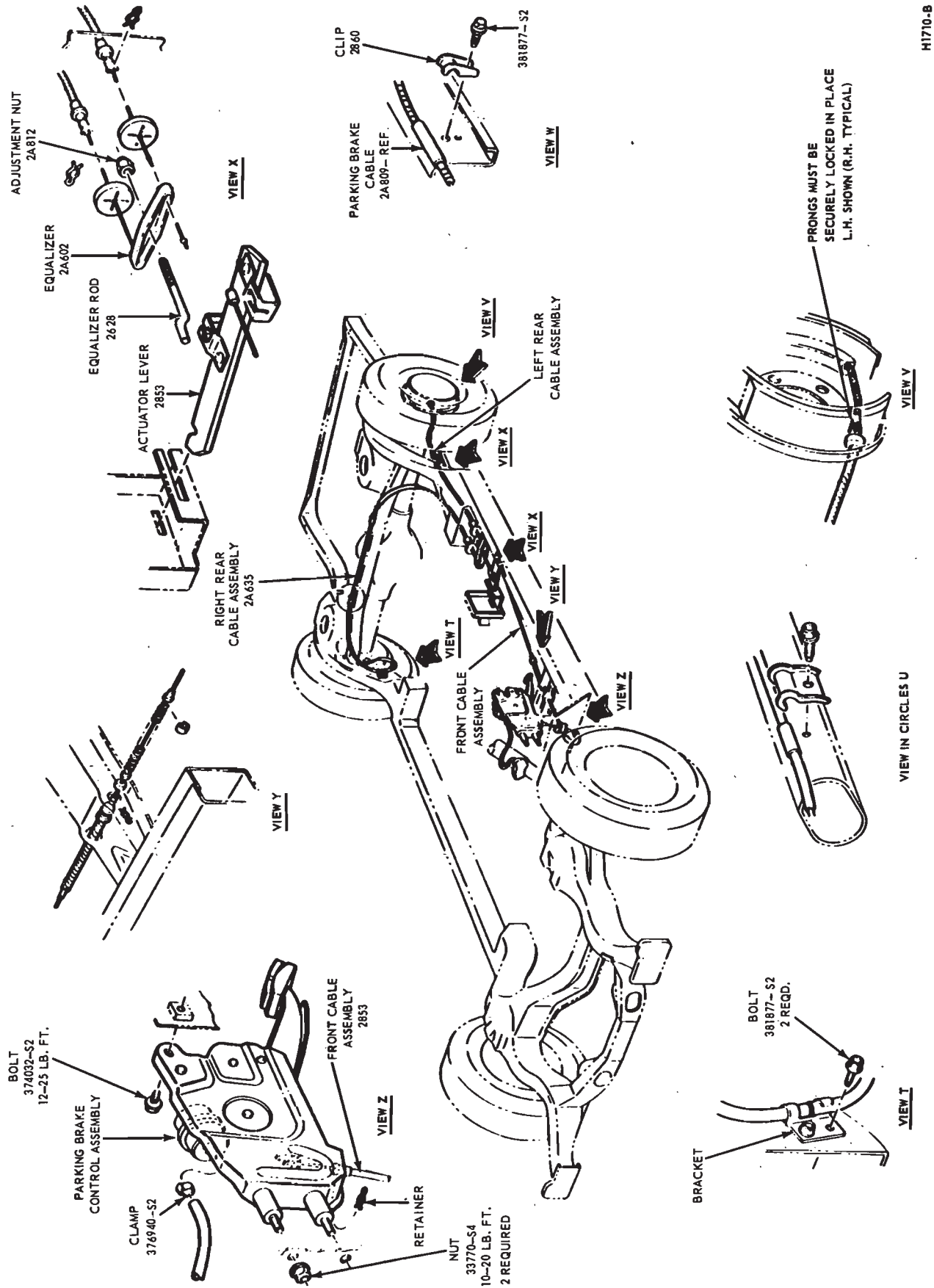


FIG. 8—Parking Brake System—Lincoln Continental

Installation

1. Attach the cable to the length of wire and pull the cable down through the opening in the dash panel.
2. Position the upper end of the control cable to the control. Connect the cable ball to the control clevis and install the clip retaining the cable housing to the control.
3. Remove the length of wire from the cable assembly and position the cable in the frame bracket. Install the retainer.
4. Connect the cable ball to the clevis on the actuator lever and install the actuator lever spring.
5. Adjust the parking brake.
6. Reposition the dimmer switch and install the retaining screws.
7. Position the air duct to the inner panel and install the retaining screws.
8. Position the cowl side trim panel and install the retaining screw.
9. Install the two screws in the scuff plate.

PARKING BRAKE EQUALIZER TO CONTROL CABLE

FAIRLANE, MONTEGO AND FALCON

Removal

Refer to Fig. 4.

1. Make certain the parking brake is fully released.
2. Raise the vehicle on a hoist. Remove the two nuts that attach the cable to the equalizer. Remove the equalizer, spring seat and spring.
3. Remove the hairpin retainer holding the cable assembly to the body bracket and remove the cable from the slot in the bracket.
4. Lower the vehicle partially.
5. Remove the hairpin retainer which retains the cable assembly to the control.
6. Remove the cable bolt retaining clip from the control clevis and disconnect the cable ball from the clevis.
7. Pull the cable down through the opening in the floor pan and frame side rail.

Installation

1. Route the new cable through the frame side rail and up through the opening in the floor pan. Pull the cable up into position.
2. Connect the cable ball in the control clevis.
3. Insert the cable housing into the

control and install the hairpin retainer.

4. Raise the vehicle.
5. Position the cable in the body bracket and install the hairpin retainer.
6. Position the spring, spring retainer and equalizer on the cable and install the two nuts.
7. Adjust the parking brake.

MAVERICK

Removal

Refer to Fig. 6.

1. Remove the hairpin clip and clevis pin that secures the cable pulley to the control handle assembly and remove the pulley.
2. Disengage the locking pawl and slide the control rod forward. Remove the cable ball from the slot in the control rod.
3. Remove the hairpin retainer from the dash panel bracket and disengage the cable from the bracket.
4. Pull the cable and insulator tube down through the hole in the dash panel. Remove the insulator tube from the cable.
5. Raise the vehicle on a hoist.
6. Remove the retaining screw and clip from the cable on the chassis side rail.
7. Disengage the cable stepped-rod from the equalizer lever.
8. Remove the hairpin retainer from the cable housing at the crossmember.
9. Pull the cable forward through the crossmember and remove the cable from the vehicle.

Installation

Refer to Fig. 6.

1. Pass the stepped-rod rearward through the crossmember and connect it into the equalizer lever.
2. Install the hairpin retainer on the cable housing at the crossmember.
3. Install the cable housing retaining clip on the cable and install the retaining screw on the chassis side rail.
4. Install the insulator tube onto the upper end of the cable and push the cable and insulator up through the hole in the dash panel.
5. Engage the upper end of the cable housing in the dash panel bracket and install the hairpin retainer.
6. Connect the cable ball to the control rod.
7. Assemble the pulley to the con-

trol assembly and install the clevis pin and hairpin retainer.

8. Check the parking brake for proper operation. Adjust the parking brake.

MUSTANG AND COUGAR

Removal

Refer to Fig. 5.

1. Make certain the parking brake is fully released.
2. Raise the vehicle on a hoist. Remove the two nuts that attach the cable to the equalizer. Remove the equalizer spring seat and spring.
3. Remove the hairpin retainer holding the cable assembly to the body bracket and pull the cable out of the side rail access holes.
4. Attach a wire to the end of the cable to assist in routing new cable.
5. Lower the vehicle.
6. Remove the parking brake front cable ball retaining clip from the clevis.
7. Disconnect the cable ball from the notch in the brake clevis.
8. Remove the hairpin retainer and remove the cable assembly from the brake control assembly.
9. Pull the cable assembly up through the opening in the floor and remove the wire from the end of the cable.

Installation

Refer to Fig. 5.

1. Connect the wire to the end of the cable assembly and pull the cable down through the opening in the floor. Remove the wire.
2. Connect the cable assembly to the brake control assembly and install the hairpin retainer.
3. Position the ball end of the cable in the notch of the brake clevis.
4. Raise the vehicle on a hoist.
5. Pull the cable grommet into position and route the cable through the access holes in the side rail and under the fuel line.
6. Insert the cable into the body bracket and install the hairpin retainer.
7. Position the spring, spring seat, and equalizer on the cable and install the two nuts.
8. Adjust the parking brake.

LINCOLN CONTINENTAL

Removal

Refer to Fig. 8.

1. Make sure that the parking brake is fully released.
2. Raise the vehicle.
3. Loosen the parking brake cable adjusting nut at the equalizer lever.
4. Lower the vehicle.
5. Remove the cable housing retaining clip and then disconnect the control cable ball end from the control assembly clevis.
6. Raise the vehicle.
7. Pull the cable and housing downward through the dash panel opening.
8. Remove the retainer clip from the cable housing at the number 3 crossmember.
9. Disconnect the cable ball end from the parking brake cable clevis at the actuator lever.
10. Pull the parking brake cable forward through the holes in the number 3 crossmember and remove the cable and housing assembly from the vehicle.

Installation

1. Push the rear end of the parking brake cable rearward through the holes in the number 3 crossmember.
2. Connect the cable ball end to the parking brake cable clevis at the actuator lever.
3. Install the retaining clip on the cable housing at the number 3 crossmember.
4. Push the forward end of the cable and housing upward through the dash panel opening.
5. Lower the vehicle.
6. Connect the cable ball end to the control assembly clevis and install the retaining clip.
7. Raise the vehicle.
8. Adjust the parking brake. Refer to the Parking Brake Adjustment Procedures in this manual.
9. Lower the vehicle.
10. Verify correct operation of the parking brake.

PARKING BRAKE ACTUATOR-TO-EQUALIZER CABLE

FORD, MERCURY,
METEOR, THUNDERBIRD
AND CONTINENTAL
MARK III

Removal

Refer to Figs. 3 and 7.

1. Raise the vehicle on a hoist.
2. Remove the lock and adjusting nut which retains the cable to the

equalizer.

3. Remove the cable end from the equalizer.

4. Unhook the cable from the actuator, and remove from the vehicle.

Installation

1. Insert new cable end into actuator.
2. Insert cable end into equalizer and tighten the adjusting nut snug. Install the lock nut.
3. Adjust the parking brake.
4. Lower the vehicle.

PARKING BRAKE EQUALIZER TO REAR WHEEL CABLE

FORD, MERCURY,
METEOR, THUNDERBIRD
AND CONTINENTAL
MARK III

Removal

1. Raise the vehicle and loosen the parking brake equalizer rod adjusting nut. Disconnect the equalizer from the rear cables (Figs. 3 and 7).
2. Compress the prongs on the left cable-to-frame side member retainer so the prong can pass through the side-member. Remove the clip that attaches the left cable to the left lower arm. Pull the cable thru the frame left side member.
3. Compress the prongs on the right cable-to-frame side member retainer bracket so the prong can pass through the bracket. Remove the clips retaining the right cable to the frame crossmember.
4. Remove the rear wheel cover and wheel. Remove the three Tinnerman nuts that hold the brake drum in place and remove the drum.
5. Working on the wheel side of the rear brake, remove the automatic brake adjuster spring. Compress the prongs on the parking brake cable retainer so that they can pass through the hole in the brake backing plate. Draw the cable retainer through the hole.
6. With the spring tension off the parking brake lever, lift the cable out of the slot in the lever and remove the cable through the backing plate hole.

Installation

1. Pull enough of the parking brake cable through the housing so that the end of the cable may be inserted over the slot in the parking brake lever on the rear brake shoe.

2. Pull the excess slack from the cable, and insert the cable housing into the brake backing plate access hole so that the retainer prongs expand. **The prongs must be securely locked in place.** Install the automatic brake adjuster spring.

3. Position the right hand cable and the two retaining clips and screws on the rear crossmember. Compress the prongs on the right cable and position the cable in the retaining bracket on the frame side member. Be sure the locating stripe on the cable is midway between the retaining clips and tighten all retaining clip screws.

4. Position the left cable, retaining clip and screw on the left lower suspension arm. Compress the prongs on the left cable and position the cable through the frame side-member. The prongs must be securely locked in place.

5. Insert the ball ends of the cables into the equalizer assembly.

6. Install the rear drum(s) and tighten the three Tinnerman nuts and secure the drum. Install the wheel and tire and the wheel cover.

7. Adjust the parking brake linkage.

MAVERICK

Removal

Refer to Fig. 6.

1. Completely release the parking brake.
2. Raise the vehicle on a hoist.
3. Loosen the adjusting nut and remove rear parking brake cable ball end from the connector.
4. Remove the adjusting nut from the equalizer rod and remove the cable from the equalizer.
5. Compress the pronged retainer at the rear spring front hanger bracket and pull the cable rearward through the bracket.
6. Remove the wheel cover, wheel and tire, and rear brake drum.
7. Remove the self-adjuster springs to allow clearance to remove the cable retainer from the backing plate. Disconnect the rear end of the cable from the parking brake lever on the secondary brake shoe.

8. Compress the pronged retainer at the brake backing plate and pull the cable from the backing plate.

9. Remove the screw from the retainer on the rear spring. Remove the parking brake cable from the retainer and remove the cable from the vehicle.

Installation

Refer to Fig. 6.

1. Insert the forward end of the new parking brake cable through the hole in the rear spring front hanger bracket. Pull the cable through until the cable retainer prongs are firmly seated in the bracket hole.

2. Push the cable rear end through the hole in the brake backing plate and pull into backing plate hole until cable retainer prongs are securely positioned in the backing plate cable hole.

3. Connect the cable end to the parking brake lever on the rear brake secondary shoe and install the brake self-adjuster spring.

4. Install the brake drum, wheel and tire assembly and wheel cover.

5. Position the parking brake cable in the rear spring cable retainer, and install and tighten the nut on the retainer stud.

6. Install the ball end of the cable in the connector.

7. Position the cable in the equalizer and install the equalizer rod adjusting nut.

8. Verify proper operation of the parking brake.

9. Adjust the parking brake. Refer to "Parking Brake Adjustment".

FAIRLANE, MONTEGO, MUSTANG AND COUGAR— EXCEPT STATION WAGON

Removal

1. Remove the equalizer lock nut and adjusting nut, equalizer, spring and spring seat.

2. With the cables slack, disconnect the ball-ends from the connector (Figs. 4 and 5).

3. Remove the cable from the retainer hooks (station wagon models) and the underbody guide (convertible models) if required.

4. Remove the hairpin lock retaining the cable housing to the side rail bracket.

5. Remove the wheel cover, wheel and tire and the rear brake drum as outlined in Part 12-02.

6. Remove self-adjuster springs to allow clearance to remove cable retainer from the backing plate. Disconnect the rear end of the cable from the parking brake lever on the

brake shoe. Disengage the cable housing retaining grommet or steel-pronged Hi-Hat from the backing plate and withdraw the cable and housing from the inboard side of the backing plate.

7. Slide the cable and housing out of the side rail bracket.

Installation

1. Insert the rear end of the cable through the side rail bracket and pull the cable and housing into position.

2. Insert the rear end of the cable and housing through the hole in the backing plate from the inboard side.

3. Connect the cable to the parking brake lever on the brake shoe and install the cable housing retaining grommet or steel-pronged Hi-Hat in the backing plate.

4. Install the self-adjuster springs. Position the cable housing in the side rail bracket and install the hairpin type retainer.

5. Install rear hub and drum assembly, wheel and tire assemblies and wheel cover as outlined in Section 2.

6. Position the cable retainer hooks (station wagon models) in the underbody guide (convertible models) and install the connector, thus hooking the two cables together.

7. Insert the cable into the equalizer and install the equalizer, spring seat, spring, adjusting nut and lock nut to the front, parking brake control cable.

8. Adjust the parking brake.

FAIRLANE AND MONTEGO STATION WAGONS AND FALCON PASSENGER MODELS

Removal and Installation

Refer to Fig. 4.

Generally follow the procedure given above, omitting separation of the cables, since the parking brake rear cable assemblies supplied for these models is in one piece. Removal and installation of both rear wheels, tires and drums will also be required.

LINCOLN CONTINENTAL

Removal

Refer to Fig. 8.

1. Raise the vehicle.

2. Loosen the parking brake adjustment nut and disconnect the rear brake cables from the equalizer.

3. Remove the rear cable retaining clips and pull the cables through the left frame side member.

4. Remove the retaining clip that attaches the left rear cable to the lower left arm.

5. Remove the clips that retain the right rear cable to the number 4 crossmember and at the right frame side rail.

6. Remove the rear wheel covers, and the tire and wheel assemblies. Remove the Tinnerman retaining nuts and remove the rear drums.

7. Remove the automatic brake adjuster spring.

8. Compress the parking brake cable housing retainer prongs and pull the retainer through the backing plate hole.

9. Relieve the spring tension and lift the cable end from the parking brake lever.

10. Remove the parking brake cable from the backing plate.

Installation

1. Position the parking brake cable through the hole in the backing plate.

2. Relieve the spring tension and install the cable ball end in the parking brake lever slot. Securely seat the retainer prongs in the hole in the backing plate.

3. Install the automatic brake adjuster spring.

4. Install the brake drum and the Tinnerman retaining nuts. Install the wheel and tire assembly and wheel cover.

5. Install the clips that attach the right rear cable to the number 4 crossmember and the clip that retains the cable at the right frame side rail.

6. Install the cable clip that attaches the left rear cable to the left lower arm.

7. Position the cables through the left frame side member and install the retaining clips.

8. Install the cable ends in the equalizer lever.

9. Adjust the parking brakes. Refer to the Parking Brake Adjustment procedures in this manual.

10. Lower the vehicle.

4 SPECIFICATIONS

TORQUE LIMITS—GENERAL—FT-LBS.

	Ford-Mercury Meteor	Fairlane- Montego Falcon	Maverick	Mustang- Cougar	Thunderbird Continental Mark III	Lincoln Continental
Parking Brake Control Assembly Mounting Nuts and Bolts	Cap Screw 12-19	12-25	Cap Screw 8-12	12-25	12-18	Dash Panel 12-25
	Nuts 7-11		Nuts 8-12			Inst. Panel 10-20

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